

THE RICHMOND ENQUIRER.

BY RITCHIE & DUNNAVANT. TUESDAY, SEPTEMBER 22, 1857.

"THE SOUTH" ON EDITORIAL COURTESY

AND POLITICAL CONSISTENCY. Occupation with matters requiring our imm attention has hitherto prevented our bestowing espepecial notice on the article in "The South" of the 12th instant. But as that article contains some charges and inuendoes against the "Enquirer" and its principal editor, we will now discuss these subjects and to some extent the matter composing subsequent kin-

dred articles put forth by "The South." It might be inferred from the tone of "The South" that the editor of that paper left Richmond some weeks since, under the impression that the "Enquirer" intended to "discontinue the controversy" then conducted between the two papers. Now we can assert positively that the editor of "The South" was apprised before his departure of an exactly opposite determination on our part. This can be proved by more than one witness, and it even appears upon the face of the "personal correspondence," to which we refer. As to the "exceptionable charges" mentioned, we deny that we have ever made, even in the article which is said to have led to the "personal correspondence," any charges whatever which can properly be called personally objectionable.

"The South" reads us a very grave lecture on the subject of "editorial courtesy," in which we are told that our own reference to a certain common rumor constitutes a gross violation of editorial decency .-This is not the first time that "The South" has resorted to a pronunciamento ex cathedra on the subject of editorial courtesy. We plead to the jurisdiction of this self-constituted court of courtesy. A journal which vituperates a cotemporary with such epithets as these: - "possessed with the rage of a viper"-"indiscriminate malice"-"insane attacks"-"decaying energies"—and proceeds to refer all this weakness and wickedness to the groundless supposition of a "loss of subscribers;" such an accusing journal is hardly fitted to be the most competetent judge on a question of "professional courtesy." We will not retaliate by calling hard names, nor do we admit that we have committed any breach of confidence or courtesy, in referring to a common report, the which, if true, ought of right to be exposed to public observation.

"The South" is entirely mistaken when it repre sents the "Enquirer" as the "sponsor" of this report. We did no more than call attention to the report, and inquire as to its truth or untruth. If untrue, it rested with "The South" to furnish a complete refutation .-If true, it ought to be made known through the public press. The report was to this amount: That certain politicians in Virginia did unite by subscription to raise some thousands of dollars for the establishment, or the support, or both, of "The South;" that these politicians are the warm personal partizans of Mr. Hunter; that Mr. Keitt, of South Carolina, aided this subscription to the amount of some hun-

"The South" denies that "Mr. Keitt or Mr. Anybody-else has given a farthing to the establishment or support of 'The South.' "

This denial is sufficient, so far as it goes. But has siderable amount of money to the establishment or support of "The South?" Have not certain personal aish similar aid for the same purpose or purposes? If the affirmative be true, then it is certainly possible that these gentlemen expected by the use of such the editor of "The South." If we suppose that they did thus furnish aid to "The South," under the imuression that they were emporting a prose the dethe report that such movement, if made at all, was intended to aid in advancing the Presidential pros pects of Mr. Hunter, at the expense of the populari ty of the President and the Governor of Virginia -we do not stand as "sponsor" for that either. We leave it to be confirmed or refuted by those whom it

"The South" makes another mistake-a very grie rous mistake, in assuming that our "zealous support of Gov. Wise," can be "opposed by an exposure of our private interests." Our private intereste are entirely independent of Gov. Wise, and of every other man unconnected with our paper.

"The South" makes another mistake in imputing to us a "fanatical attachment to the fortunes of his Excellency." It is true that we have defended the Governor against the assaults of "The South" the "Mercury," the "Delta," &c. But we are ready to perform the same good office for any other good and true Democrat. "The South" bears the Governor no good will, and therefore is naturally angry when an other journal speaks in his behalf; but "The South" ought to restrain its anger within the limits of "editorial courtesy," which certainly does not permit the application of such epithets as "fanatical attachenent" and "supple subserviency," to the conduct of the editors of the "Enquirer." We are "The South's" acknowledged pedagogue, and as such, we take the liberty to correct these little improprieties.

If public rumor does assert, as "The South" inti mates, that the chief editor of the "Enquirer" has been bought over with the expectation of a diplomatic spointment, we will not follow the example of "The South" and say that "common rumor lies;" for that would be wielent, and in our case there is no necessity for violence. In the absence of our chief editor, w need only refer to his known integrity, to confute this charge, for which "The South" is not willing to aspire to such an honor, he has a right to do so, and

As to the consistency of the editor of "The South, the fact is notorious, that in the beginning of Kansas troubles, many natives of Missouri did vote in Kansas with no other qualification than that of actual presence and the animus manendi? Abolition news papers called this an outrage, but the action of the so. called "Border Ruffians" was fully justified by the Southern press. We are still under the impression that the present editor of "The South" joined in this justification. Such is our candid interpretation of that his motives and intentions pointed otherwise, but we are aware of no such intimation until within the last few months. Moreover, the fact that the Virginians, whom the editor assisted to send to Kansas voted there with no better qualification than did the natives of Missouri, has elicited no word of complaint or disapproval on the part of the editor of We must decline the search through our own columns, which the editor proposes. Such a search would consume too much of our time, and it is also possible that the editor of "The South" may which was wont to enliven our nursery days. The editor of "The South" is himself interested in the matter, and if he will undertake the proposed search.

the position, that the Convention of Kaness is bound, in obedience to the act of Congress organizing the Territory, to submit the Constitution to the popular On the other hand, "The South" insisted that the Convention was so utterly powerless that it could not, without the authorization of the Legislathat it shall be allowed to exercise a power of sovereign choice far beyond that to which our view of

We must do justice to "The South." That journa has not yet thrown its former opinion entirely over board. But it tells us that the opinion was expressed with diffidence, and although it may still be correct, fi. e. that the Convention will commit as act of unauthorized usurpation in submitting the Constitution,) nevertheless the Southern people ought to be perfectly satisfied with the extremely opposite view which "The South" attributes to the President.

Again: "The South" has contended that inhabitaucy confers no right of franchise. The President

persons residing in Kansas animo manendi, the resi lence and the animus of whom shall be proved by test to be applied by an act of the Couvention. This is the only interpretation which can be placed or the language of the President consistently with the theory of Democratic government. And "The South" is now perfectly satisfied with the President'

position on the question of the elective franchise.

Again: How does "The South" stand vis a vi Governor Walker? "The South" has practically yielded to all the views which can justly be attribu ted to the Governor on the subject of franchise -"The South" is willing to acquiesce in the submission of the Constitution to popular ratification by act of the Convention. But "The South" has not yet with drawn its assertion that Governor Walker has been guilty of "treachery" and "usurpation." Neverthe less, "The South" must have come to the conclusion that the Governor is a "traitor" and "usurper" only in a very mitigated degree. For "The South" now finds no ground of complaint against the President for retaining in office the same "traitor" and "usurper." How can "The South" justify all the vindic tive noise which it has raised against an official, who has committed no offence sufficiently grave to requir that the President shall dismiss him from office?

"The South" accuses us of an attempt to drive into opposition to the President. Now we appeal t any reasonable man to say whether our controversy has not produced an opposite effect. Since its com-mencement, "The South" has become more and more cautious in its hostility to the Administration, until it has now almost assumed a position of apparent conservative neutrality.

Again. "The South" professes friendship for the President, and is satisfied with his position as to matters in Kansas. Thus far, then, we are authorized to presume, that "The South" is our ally. So be it eighbor. Let us have a joint campaign against those disorganizing politicians who are still intent or attacking the President, and charging him with treachery to the South in his management of Kansas affairs. Crack your whip boldly over the heads of Mr. Keitt and the "New Orleans Delta." We know you can, if you will, for we have received the repeated assurance that "The South" is an independent journal.-No? You will not help us? You will not lend a helping hand to strike at politicians who are engaged in unjust assaults on the President?-Pardon us then, neighbor, but we cannot rely implicitly on your friendship to the President.

It would be unjust to "The South" did we conclude this article without referring to its recent enlightened views on the subject of inconsistency. "The South" says:

"Unless they imply some imputation of unworthy motive, or of apostacy from principle, charges of in consistency are of very little consequence to an edi-consistency are of very little consequence to an ediconsistency are of very little consequence to an extension of the public.—
tor who appreciates the intelligence of the public.—
Compelled to write from the impulse of the moment, and often to pronounce an opinion upon important questions, without any adequate opportunity of research and reflection, it is not at all surprising that on more mature thought he sometimes corrects the conclusion of a too precipitate judgment."

Now that is what we call sound, sensible talk .-Worshipful readers, our pupil shows symptoms of decided improvement. As his pedagogue, we are proud to proclaim it. We must admit that he is mistaken in the assumption that his own inconsistencies furnish mere examples of "self-contradiction on an mmaterial matter." But he has begun to be diffident in the assertion of his opinions, and has learned to pause in the midst of a burst of constitutional irritability, for the cool expression of sound philosophi-

A parting word of comfort. Our pupil need no suffer under the cruel apprehension of our approach ing decease. He has been deceived in his tender forebodings on this subject. The "Enquirer" will continue to outlive many generations of recently established presses, and when "The South" shall sink into a youthful grave, it will be our task to pronounce Mr. Keitt advanced, as a loan or otherwise, any conmentary, and which we will strive to render pa-

IRISH POTATOES-ENORMOUS YIELD. Our friend John T. Armstrong, Eeq., of Goshen Farm, Rockbridge county, Va., will accept our means, to advance some cause other than the good | thanks for a half-bushel of pink-eyed Mercer potaof the Democratic party, or the private interests of toes, averaging in weight one-and-a quarter pounds each. The yield of this delicious esculent, was we

learn, on the Goshen Farm, about one hundred bushtoes? Our railroads are now extending far into the mountainous regions of Virginia, and vegetables pro duced either in the Valley or Trans Alleghans country may soon be brought to the capital of the State in a few hours. The generous soil of Rockbridge is equal to any in the State. We would ad vise the proprietor of Goshen Farm to exhibit specimens of his pink-eyed Mercers at the State Agricultural Fair in October. If he will, we bespeak a premium for him. Specimens of these potatoes may be seen at the "Enquirer" counting room, on Main

For the Enquirer. RHODES' "SUPER-PHOSPHATE OF LIME." Messrs. Editors: - In reply to the card of Professor Gilbam, of the Virginia Militery Institute of September 7th, published in your journal of the 15th, the undersigned emphatically assure the public that the manufacture of the heretofore "Rhodes' Super Phosphat of Lime," simply consists in an addition of sulphuric acid to Phosphate of Lime. We are certainly not so inexperienced as to use a material in this manufacture that contains any notable quantity of carbonate of lime or to add carbonate of lime in any form to the prepared super-phoephate afterwards. We know too well that in the first case a propor-

tionate quantity of sulphuric acid would be lost for arough the trouble of manufacturing the article.

If it had been our intention to "impose on the ublic." we would rather have used saw-dust or sand or Cumberland coal, but certainly not carbonate of ime in any form.

carbonate of lime will easily decompose each other in the damp condition of a super-phosphate, and there is certainly no doubt that at the instance of water being added to such a mixture decomposition must

ake place at once.

How it was possible for Professor Gilham, after having treated such a mixture with water in order to remove all the soluble matter in it and then filtered, to find on the top of the filter carbonate of lime, and in the filtrate the bi-phosphate of lime, we remain at a loss to comprehend. Either the one or the other must be absent.

We would request Prof. Gilham to send us part of by express, a sample of our present article, with the equest to report on it, and draw on us for any

that under no circumstances will the high standard of Dr. Higgins, the State Chemist of Maryland, be departed from, (and which the close of Prof. Gil-ham's communication so properly commends;) but as this gentleman, in connection with Dr. Chas. Bickell, has kindly offered to inspect every new lot that is turned out, we shall avail ourselves of their serices, and thus give the public renewed confidence in this important fertilizer.

Constant supplies at all times can be had of ou agents; Richmond, Schaer, Kohler & Co.; Petersburg, Venable & Morton; Fredericksburg, Scott.

rench & Co. Yours, truly,
B. M. RHODES & CO.
BALTIMORE, Sept. 17, 1857.

We join with the Richmond Enquirer, and other Democratic presses in our State, in a demand that Mr. Hunter should define his position in regard to the Administration. The simple announcement that he does not intend to war against the Administration, is not sufficient for the true Democracy of Virinia. If he is not with the Democracy, heart and soul, he has no right to expect elevation at their hands. Let Mr. Hunter answer emphatically wheher he is with the National Democracy, or with the destructionists in their sectional warfare. Unless he speaks out, he deserves no support from the representatives of the Democratic people of Virginia. larrisonburg Valley Democrat.

King William County.—The citizens of King William are requested to attend a meeting, to be held at their next court. (September '28th.) for the purpose of considering the expediency of disposing, in some manner, of the free negroes of the State, and of urging legislative action in the premises.

MANY CITIZES.

the Southside was about entering the city Saturday night a while after dark Mr. James H. Harris, the conductor, who was passing along the top of the train, fell between two cars and the wheels passed over him. Both legs were so badly crushed that they had to be amputated. His collar bone was broken. It is extremely doubtful whether he will recover, though we

The unfortunate man had the skilful surgical and medical service of Dr. P. C Spencer, assisted by Drs Dunn and Leigh.—[Petersburg Intelligencer.

KANAWHA ITEMS .- We condense the following

inst.

The Bank of Kanawha.—Our gallant Bank of Kanawha has, we believe, completely weathered the storm—and has reached the port of safety. It has promptly and fairly met all-its liabilities. If its notes are not at par everywhere, all we have got to say, is, they ought to be.

Broke Jail.—Five prisoners escaped from jail on Wednesday night. Their names are Rufus V. Raines, Coroner Stegall, Henry Skyles, Mike Farret, and Jouathan Casto. The first three were awaiting a trial for notorious conduct—Mike Farret, ou a charge of larceny—Casto was serving out his sentence of strain. This was stooped by blankets. Nothing trial for notorious conduct.—Mike Farret, on a charge of larceny—Casto was serving out his sentence of imprisonment for robbing the mail; and had no selected to the stain. This was stopped by blankets. Nothing the New York Herald gives

the "bona fide inhabitants" of Kansas-that is to all | FURTHER PARTICULARS OF THE LOSS OF THE STEAMSHIP CENTRAL AMERICA. STATEMENT OF OLIVER P. MANLOVE, OF WIS-

The storm commenced shortly after leaving Havans on Tuesday, and continued with great violence, and increased until Friday. On Friday afternoon were called up to bail—vessel continued to ship water—all went to work with buckets, barrels, &c., during all of Friday night and Saturday.

were called up to ball—vessel, where called up to ball—vessel are less than the west to work with buckets, barrels, &cc. during all of Friday night; and Saturday.

On Saturday, about 2 o'clock, bark Marine hove in sight; all the ladies and children were put on her about 6 o'clock in the evening, and the engineer left with them. In launching the boats two of the five were stove, and the other three were despatched with the women and children, leaving about an hour hefore sunset. The Marine was lying nearly a mute off, and by the time the boats reached her it became evident that the ship must go down before they could get back. All hands then seized pieces of spars, chairs, and life preservers, while others rushed below to secure their treasure. The confusion at this time became very great, though all acted with calmness, each endeavoring to make the best effort for his own safety. The vessel gave three lurches, some of the passengers jumping off at each lurch. Those who satery. The vesses gave three there's some of the passengers jumping off at each lurch. Those who went with the first and second lurch swam off some distance, but the great mass of the passengers remained on the deck until she went down, which was only a minute or two afterwards.

I had provided myself with life-preservers and a expressed his great regret that the brig was so dispices of spar and determined to go down with the piece of spar and determined to go down with the yeasel, with the great mass of the passengers, all of nearer, all the passengers could not possibly be got vessel, with the great mass of the passengers, all of whom stood about, bracing themselves up, and securing what was most available to buoy them up.—She finally went down stern foremost. I was standing near the smoke stack at the time, and we were all dragged under the water with the sinking ship.—The general supposition among those that were saved is, that they were drawn at least twenty feet under water, and when we finally rose to the surface we vater, and when we finally rose to the surface we

water, some sinking, unable to swim, naving lost their life preservers, and others seizing on to the pieces of the wreck which came up with us. The teaptain had cut away the upper works of the vessel to that when the hull sunk they would float off, but

rently alone on the ocean.

It was a dreary and desolate night, the waves dashing over us and the sea running with great fury. the sharp wind chilling the blood in our veins. After being an hour in the water I saw none of my felter being an hour in the water I saw none of my fellow sufferers. Three-fourths had doubtless sunk from exhaustion and the Dalance were drifting over the ocean hoping against hope for relief. At about 1 o'clock in the morning. I saw a sail and 112 o'clock in the morning. I saw a sail and 12 o'clock in the morning. I saw a sail and 12 o'clock in the morning. o'clock in the morning, I saw a sail, and at 2 o'clock, on Sunday morning, after being six hours dashing about had the gratification of finding myself on the deck of the Norwegian bark Ellen, Captain A. Johnson, from Balize, Honduras, bound to Falmouth, England. Here I found about twenty of my fellow passengers, and our joy at again meeting, with thank-tulness to Providence for our miraculous delivery, soon caused the chilled blood to course through our

The bark continued to cruise about, and every the bark continued to clude about, and byon, hour we had the gratification of hauling on board others of our suffering friends. The night was dark and the sea running too high to send out a boat, and and the sea talling all that could be done was to to throw out ropes and cruise around in the direction of the voices that would occasionally reach us crying for help. Thus myself and many others were saved. Daylight, how-ever, finally came when nearly a dozen more were saved. R. L. Brown, of San Francisco, being the last one taken on board at 8 o'clock on Sunday morn ing. He had been just twelve hours at the mercy of the sea, and doubtless owes his life to the fact that

chilling by the long exposure.

Captain Johnson, of the Ellen, continued to cruise Captain Johnson, of the Ellen, continued to cruise around until nearly 2 o'clock on Sunday afternoon, and although we frequently encountered portions of the wreck, it was evident that those who had clung to them had become exhausted, and that at least 500 souls had perished during this awful night. We, however, found our new refuge short of provisions, and the near living approximal but ware agon reliaved by the crew living upon gruel, but were soon relieved by the barque Saxony, which supplied us, and took six engers to Savannah

One of the passengers saved by the Ellen had struggled for seven hours in the water, with twenty pounds of gold in wallets fastened under his clothing. He was a large and powerful man, and succeeded passenger saved forty \$20 gold pieces; but most of us had been compelled to abandon all our money to se cure our safety, whilst it was torn from the possession of others by the violence of the waves.

Int the Cammers and recounted mephips. "by fast passengers throughout the last day on board the

steamer was truly remarkable. After the excitement of getting the women and children off to the brig Marine, the fact that the vessel was gradually sinking was regarded as a fixed fact, and all went to work calmly and coolly to secure the best possible mean tions to his neighbor, and all cheering and encourage ing hopes for succor, even in the last extremity. It was a fearful hour, and one that all of us will never

up on the Norfolk hoat this morning, was of great as-sistance to Captain Herndon throughout the storm. He assisted in organizing the gangs for bailing, and cheered us all up with hope of ultimate safety until all hope was gone, and then gave us the aid of his nautical experience in securing the best means of

Captain Handon behaved nobly throughout, and was standing near me on the hurricane deck when she went down. He sank, however, to rise no more. leaving a name to be honored among the heroes o

The conduct of the engineer is much censured by all the passengers. It was believed that better disci-pline in the engine room would have prevented the fires from going out and the steam getting down so low as to stop the working of the machinery and the pumps. His final behaviour in seizing the first op-portunity to escape before a single male passenger had entered the boats, also excited general reproba-

CHIEF ENGINEER.

the passengers, officers and crew by the brig Marine was the chief engineer, who Sat urday morning arrived in Baltimore, and soon after-wards called at the Sun office. In our interview with him (says the Baltimore Sun) he spoke with much feeling of the precipitate judgement which had been uttered against him, chiefly, as he said because of its untoward effect upon public opinion where he is not known. He expresses the utmost confidence that with those who know him, such imputations as have been made against him, as he concludes, by persons who knew nothing of the facts in the case, will have no weight whatever. He has been six years chief engineer of the ship, and this was the 45th trip he had his sample for examination by another chemist, at the same time taking the liberty to forward to him, him from which to surmise the graceless defect of wart man of about thirty, with a frank, seamanlik character alleged against him. His statement of the

> and account of the frip unit the Central America encountered the gale in which she was lost is already familiar to the reader. On Friday morning, in the height of the blow, the engineer discovered that the ship, rolling heavily in the trough of the sea, had sprung a leak; reported it immediately to Capt. Herndon. Although it has been said that the sole cause of this catastrophe was attributable to the chief engineer, under such terrible imputation he looks to a simple statement. such terrible imputation, he looks to a simple statement of facts for an ample justification. His first duty was in the angine room. The usual mode of supplying the coal bunkers is by wheelbarrows, but in a heavy gale the man are obliged to resort to buckets and askets. This was done at that time. He had doubled the gangs, but finding that he required more bled the gangs, but hading that he required more aid, he had made a requisition on Captain Herndon for the steward's gang, and had received the necessary assistance. The coal was supplied as fast as it was wanted. The pumps were worked as soon as the water reached them. The ship had a lift and the water feel on the lee side, and coming in contact with the starboard boiler was heated to a degree almost unbearable. Notwithstanding this all hands endured and labored in the engine room. The leak increased, and the engineer reported to Capt H. the necessity to bail, water being in both the forward and after the coalchunkers, and extremely but Orsi. and aft coal-bunkers, and extremely hot. Orders were sengers to bail. This was done cheerfully, but the leak gained steadily, not withstanding all these efforts. Meantime steam was got up in the donkey boiler, on the upper deck, to work the donkey pumps. Soon after this the water below extinguished the fire in the starboard boiler, and the machinery ceased to work.
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> During the morning, the engineer being informed

and guard had settled several inches, causing an e tra leak round the shaft. This was promptly stopped with blankets inside, and outside with a large sail.— Reported progress to Capt. Herndon. By his orders milk cans, &c., rigged into hoisting buckets, by which 400 gallons of water per minute were thrown out of the ship. In all these proceedings the engineer recognizes efficient service in Mr. McCarty chief engineer of the Golden Gate, who was on board

others, whose names he does not know. morning found a perceptible gain on the leak. Ob-tained wood, consisting of bulk-boards and other ma-terial from steerage, and as soon as it was possible to start fires got up steam in larboard boiler, and the machinery worked for some time. At the same time Capt. H. and officers were trying to get the ship before the wind, but failed. They lowered the foreyard on deck, constructed it into a drag, and got it overboard for the purpose of bringing her head te, but without success. Cut away har foremast and got o. Cut away her foremast and got

Savannah on board the bark Saxony: B H. Ridley, of Maine.

could be made useful to be put to work.

During the morning the brig Marine have in sight. and early in the afternoon bore down to the ship, passing under her stern. Captain H. spoke her, requesting her to lay by and take passengers, which she consented to do. The engineer was at this time with Capt. H., who then desired him to give his particular attention to the transfer of the ladies and children to the

children to the boats.

Capt II. inquired of Mr. Ashby if he was armed!
He replied that he was, with a knife. Capt II. said he would endeavor to obtain pistols, one for himself and one for Mr. A. This was for protection against any interference while insisting upon precedence to ladies and constress. Three boats were got affoat, one put in charge of the boatswain, and the other two each in charge of a quartermaster. Captain Hordered the engineer not to suffer a single male passenger to leave in the boats until all the ladies and children were transferred, and he believes this order was strictly carried out. The ladies and children were put into the hoats and at this time the brig had drifted good three miles to lesward. Each boat was fur nished with three or four oarsmen, and pulled as ra-pidly as possible to the brig, through a very heavy sea. No accident happened, and three boats safely deposited their passengers on board the brig. The boats returned, and two of them were again filled with ladies and children. During the first trip of the boats, Capt. H. in conversation with the engineer, expressed his great regret that the brig was so dis-

be of any service in any way Captain H. should command himThe captain then directed him to go with the next boat, visit the brig, and urge the master, by any in-ducement whatseever, to get his vessel up nearer to the ship, and also to secure the use of any boat he might have that could be made fit for use. On the return of the boatswain's boat the last three ladies water, and when we many rose to the surface we were stifled with salt water. The rapidity with which I was drawn down tore the spar from my hands and the life preserver from my body, and when I reached the surface my clothing was almost stripped off of me. I, however, met a friends who had two life-preserver in the surface in the surface my clothing was almost stripped off of the Golden Gate, and one or two others who appraig into the boat, pushed off for the brig. One pieces of the wreck which helped to east an us.

On reaching the surface of the water there were at least four hundred passengers struggling about in the water, some sinking, unable to swim, having lost their life preservers, and others seizing on to the pieces of the wreck which there is the preservers, and one or two others who of these persons jumped from the upper deck upon the engineer's shoulders. The latter grasped him by the throat and draw his knile, menacing him and others who might follow. They then pushed on the pieces of the wreck which the pieces of the wr

nearer, all the passengers could not possibly be got on board. Mr. Ashby then remarked that if he could

once applied to the master, Capt Burt, urging him to make sail for the ship, and then for the first time learnthey were dragged down, and came up in fragments, and doubtless many were stunned and drowned by being struck with the pieces of the wreck, whilst to others, they were the ultimate means of safety. An occasional flash of lightning showed to each other a cocasional flash of lightning showed to each other as the safe for the use of the brig's boat, and was in a condition until for use, and occasional flash of lightning showed to each other a sea of struggling forms, and all cheered and es of struggling forms, and all cheered and ecouraged each other. At first we were all in a mass together, appearing at a glance like a crowd of cattle swimming, but soon the waves separated us, and at each succeeding flash of lightning we discovered that we were being separated and scattered over a wider area, until we soon each found ourselves apparently alone on the ocean.

It was a dreary and desolate night, the waves dashing over us and the sea running with great fury, sealing over us and the sea running with great fury, and was in a condition unfit for use, and would not live five minutes in such a sea. Whilst conversing with the master the boatswain again let for the ship, and Mr Ashby then called upon the sea men who had come from the ship to man one of the boats with him and return for passengers. This they positively refused to do declaring that the ship would go down before they could get to her. One man only offered to go with the exgineer. It turned out as the seam had said, for the ship when days in a condition unfit for use, and would not live five minutes in such a sea. Whilst conversing with the master the boatswain again let for the ship, and Mr Ashby then called upon the seam on who had come from the ship to man one of the boatswain again let for the ship, and Mr Ashby then called upon the seam on who had come from the ship to man one of the boatswain again let to the ship, and Mr Ashby then called upon the seam on who had come from the ship to man one of the ship with the master the boatswain again let to the ship, and Mr Ashby then called upon the seam on who had come from the ship to man one of the boatswain again let to the ship to man one of the ship with the master of the boatswain again let to the ship to man one of the boatswain again let to the ship to man one of the ship with the same and the seam of the ship with the the boatswain's boat reached her. Such is Mr Ashby s remain on board the Marine.

> [Correspondence of the Petersburg Express.] NORFOLK, Sept. 18, 1857. The barque Marine, Capt. H. Burt, was towed in at a late hour this evening, ty one of our steam tugs, the City of Norfolk. She brings one hundred survivors from the wreck of the unfortunate Central America, as follows: Thirty women, twenty-nine chil-dren, and forty-one men. These all concur in the opinion, that many others have been picked up as they distinctly saw several lights in the distance.

Many of them entertain strong hopes, that the gal-lant seaman, who clung to his vessel until she disap-peared beneath the surfice. Capt. Wm. L. Herndon, has been rescued. Some of them last saw him cling ing to a plank, and struggling manfully for his life.

When the survivors by the Marine entered the parlors of the National Harel, which had been thrown open for their reception, a scene of anguish and dis-tress was presented, which moved the atoutest heart, and bedewed every eve with tears. The ladies would the sea, and doubtless owes his life to the fact that he had on heavy clothing preventing his blood from cast a hurried glance around the room, and with the sea that he had on heavy clothing preventing his blood from cast a hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room, and with the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the sea that hurried glance around the room are the roo floor. The scene was distressing in the extreme, and beggars all description. Many of our citizens were present, and deeply affected, as the tears which stole

present, and deeply affected, as the tears which stole down their cheeks too plainly attested. An informal meeting for the relief of the sufferers was immediately called, preliminary to a general meeting which will be held to morrow. By request, R. W. Bowden, Esq., took the chair, and Mesre. Reynolds and Leigh, were appointed Secretaries. A a list opened, headed by Wm L Walters with \$25.— Other citizens also came forward promptly and sub-scribed various amounts. The citizens will hold a general meeting to morrow, and no doubt several hundred lered the use of the parlors of the National, for the

holding of the meeting.

The Chief Engineer of the Central America, Geo
E. Ashby, it is said, will publish a card in the morning naners of to morrow serving a cardening of nub-It is a distressing eight to witness the survivors, in their almost nude condition. Many of them are without hats and shoes, and scarcely clothing suffi-cient to hide their nakedness. I am pleased to state that the clothing dealers have kindly taken them in

hand, and are generously supplying their wants.

I was conversing with one poor fellow this afternoon whose face gave evidence of protracted disease. He informed me that he was standing on the deck of the ship with the doomed five hundred, when after giving three heavy surges, the vessel went down. He traordinary strength, (for he was struggling for life,) he arose to the surface, and seized a piece of floating timber. For hours he clung to this only succor, and was finally picked up by one of the boats of the Ellen. With suppressed emotion he remarked he had lost all, all—his health in California and his money in the ocean.

THE BRIG MARINE.
NORFOLK, Sept. 19.
The Brig Marine of Boston, Capt. Hiram Burt, arived at a late hour last evening, with the following persons rescued from the steamer Cegtral America her life boats before she went down:

espatches to the Court of France.

Mrs Addie Mills Easton of San Francisco, wife of James Henry, George Wilson, Peter Kelley, John J Easton; (her husband who was on board the Blue, Bichard Fainter, steerage waiters; William

Central America, is supposed to be lost)
Mrs Jane A Badger, San Francisco, and wife of
Thomas W Badger, of bark Jane A Falkenberg, saved on board the Ellen. posed to be lost.

Mrs M V Birch, San Francisco, wife of William

oard the Ellen.

Mrs Harriet Lockwood, of San Francisco, wife of R A Lockwood, lawyer, who is supposed to be lost.

Miss Rosa Alice Lockwood, daughter of R A Mias Harriet, another daughter of R A Lockwood. Passengers

Master R A Lockwood, son of R A Lockwood, Mrs. Amanda Marvin, Sacramento, wife of Com H Marvin, who is supposed to be lost. Mrs Cynthia Ellis and four children, wife of S A

Ellis, San Francisco, who is supposed to be lost.

Mrs Annie McMill, San Francisco, wife of Wm
McMill, of the firm of Delong & McMill, supposed

Mrs Mary Ann Travis, and two children, Alvrado.
Mrs H Van Hayer and one child, Rough and
Ready, Nevada county, California; wife of J Van
Hayer, who is supposed to be lost.
Mrs B B Theyer and two children, San Francisco.

Mrs Rosalie Habud and three children, San Fran-Mrs Almira M Kellidge, Santa Cruz.

Mrs Eliza G Carathers, Iowa Hill, Placer county going out to California on the previous voyage of the Central America.

Mrs Aun Small and one child, Newburyport, Mass—her husband died going out to California, at the Aspinwall House, Panama.

Miss Elizabeth Smith, Don Pedros Bar, Inclomi county, California. SECOND CABIN. Mr James M Bassford, Benicia, California Mr Win H Adams, Oregon Bar, Placer county Ca

Mrs Eleanor O'Conner, San Francisco-her son H Mrs Eleanor O'Conner, San Francisco—ner sou in S O Conner of Albany, New York, saved on board the bark Ellen.

Mrs Jane Fall and two children, wife and children of John Fall, McAdams Bar, Siaklyon county, Cali-

Mrs Jane Harris and child, San Francisco.
Miss Winifred Falleno and her brother James, Cininnati—their father J. N Fallino, Cincinnati, saved on board the Ellen. Lousia Bonnet, a child in charge of Mrs O'Conner. Mrs Athron Hahu, Ureka-her husband and son

supposed to be lost.

Mrs Mary Swan and child, wife of Sam'l P Swan of Nevada City-her husband supposed to be lost.

Mrs Mary Zeger and two children, wife of Benjasupposed to be lost.

Mrs Mary Ann Raiwell, wife of John Rudwell, of Grass Valley, Novala county, who is supposed to Mrs Mary Bailey, San Leandre, Alameda county.

John Cummins, Centreville, Sierra county Henry Kimbell, Folsom, Sacramento county. Mr M L McCoy, Sacramento. Douglas Rutherford, Yuba county. Joseph Schuier, Springfield, Toulomne county Wm Glay, Ei Dorado county.

Mrs Caroline Shaw, Vo'cano City, Almeda coun-

Wm Blas, Napa Valley. Gilliam Thesto, San Francisco. Wm Blas, Napa Valley.

Gilliam Thesto, San Francisco.

Thos Bride, Duba county.

Alexander Gardner, Jas Gallagher and Thos Frazier, three of the mer and crew of the Vespasian of New York, condemned on Old Providence Island, and sent home by the American Consul.

Sept. 18—631

C. H. CABINESS, Secretary.

Sept. 18—631

C. H. CABINESS, Secretary.

Sept. 18—632

C. H. CABINESS, Secretary.

Sept. 18—631

C. H. and sent home by the American Consul. The following are the names of the five arrived at

Jabez Howes, of San Francisco. Samuel W. Look, of Maine. Adolph Frederick, of San Francisco. Henry H. Childs, of New York. NAMES OF PERSONS KNOWN TO HAVE BEEN ON BOARD.

ed firmness, encouraging the men, and asking if they | fornia, Judge McCorkle, of California, a prominent candidate for Governor before the Democratic State Convention, J Biron, President of the California Mail Stage Company; Dr Henry Bates, late State Transpare of California Trensurer of California; Mr Lockwood, of the firm of White & Lockwood, of Lafayette, Ind; Dr Paker. of San Francisco; I V B Nash, No 666, 4th s.; New York: Judge Hydenfelt, of the Superior Court of California; Gabriel D Brush, baggage master of the Panama railroad; A G Richardson, formerly agent of the Pacific Express Company, with his wife and child; Philip Slackbower, of Huntsdale, Pa; Mr Dean, of Hartford, Conn; Mr Donover, an Assayer, of New York; S C Campbell, S A Wells and Geo Coes, members of the "San Francisco Minstrels;" Mr Meteyer, from Nicaragua, Oliver Garrison, of St Louis; J W Turnbull and Isdy, San Francisco; Aaron Hawley. Turnbull and lady, San Francisco; Asron Hawley, of Bridgeport, Conn, and his uncle, Thos Hawley. Quite a large number of persons who expected their friends in the Central America crowded around

A lady with two children was early at the office to make enquiries, and stated that she expected her hus

NAMES OF PERSONS KNOWN TO HAVE BEEN LOST. The following are the names of persons on board and known to be lost:—Win Lee, Canada; Benjamin Colt, Hancock county, Ill; Hanson and John Home, Language Langs E. Missouri; Richard Wilton, Quincy, Illinois; James E Birch, Fall River, U S Contractor; Gabriel Brush. baggage master, New York; Charles Taylor, North baggage muster, New Tork; Charles Taylor, North Carolina; Sam'i Shreves, Dr Fauni, San Francisco; Dr Gibbs, Mr Marvin, California; Mr Parker, Sas Francisco; Mr Borkee, Boston; Purser Dobbin. U S Navy, brother of late Secretary of the Navy, North Carolina, M White, Sacramento; Purser Hull, of the ship, New York; Mr. Hull, brother of the above; M. Sarroy, San Expenses, C. Van Banceller, Gert r Serony, San Francisco; C Van Rensellaer, first ficer steamer; Capt. W L Herndon, U States Navy, officer steamer; Capt. W L Herndon, U States Navy, Commander of steamer. A young man named Kent, of Richmond, Va, who

ras returning in the Central America, one steamer n advance of his first announced intentions, is also said to be lost. The New York Express of Friday afternoon give

the following names of those believed to be on board the Central America: Isaac V. B. Nash, of No. 666 Fourth st. Mr. Bates, late Treasurer of California. David Boderick, United States Senator of Califor-Judge Hydenfeldt, of the Superior Court of Califor-

Mr. Lockwood, of San Francisco, of the firm of Vhite & Lockwood, of Lafayette, Ind. Dr. Parker, of San Francisco. Judge McCorkle, of California, a prominent can lidate for Governor before the Democratic Conven-

Gabriel D. Brush was baggage master of the Pa-

nama Railroad Co., and formerly messenger of Free-man & Co.'s Express Co. A. G. Richardson (wife and child) was formerly agent of the Pacific Express Company, in Sacramento, and on his way home. The following members of the "San Franscisco Minstrels," it is thought, were on board, as the first

and last named were under an engagement at "Bryant's Minstrels," in New York, viz:-S. C. Campbell, Wm. Birch, S. A. Wells and George Coes. They went out with Christy about two years since, in company with several others.

Philip Slackbower, of Huntsdale, Pa., who has been in California for eight years.

A brother of George A. Bates, 34, Pine street.

Mr. Desu, a son of John Dean, a dry goods mer-chant in Hartford, Conn. He has been absent for

about nine years, and his father has been at Earle's Hotel for a week awaiting his arrival. Gorden Cottrell, of Norwich, Conn. A sister of Mr Maxwell, from Sacramento city and her husband.

Wm Dovoner, an assayer, whose wife resides i Sixteenth street, near ninth avenue.

A son of Mr T V Vanness, from Rochester, stopping at the Merchant's Hotel.

A sister of W O Mills, of 47 Pearl street, who was bave been married just before leaving California

Chas II Boyd of Albany.

M Meteyer, a Frenchman who does business in Ni Oliver Garrison of St. Louis, a brother of C K Gar-

J W Turnbull, (in the liquor and produce business of San Francisco, and lady.

A brother of Mr W Y Clark of New York city.

Mr Aaron Hawley, a produce merchant formerly
of Bridgenert Come.

of Bridgeport, Conn.
Also his uncle Thos Hawley
E Morris Earl and a son of Chief of Police Whit-

Passengers by the Empire City report that when forty hours from Havana, at midnight, they exchanged signals with the Star of the West, hence for Aspinwall and Havana, and it is presumed she es caped the fury of the storm and reached Havana is

The survivors by the brig Marine think that others The survivors by the orig asstructions that the share been saved, as they saw several lights in the vicinity of the cunken steamer on the fatal night.

The survivors award great credit to Capt Herndon and an un-smears except the Chief Engineer. They stood to their posts nobly, and went down with the ship. LIST OF THE OFFICERS AND CREW OF THE

STEAMSHIP CENTRAL AMERICA.
Lieut Win L Herndon, Commander; Chas M Van
Renselaer, 1st officer; James M Frazer, 24 officer; Hull, ship storekeeper, brother of the purser; John Black, boatswain; Finley Frazer, Ro Long, David Raymond, Francis Water, Jas Clark, Jas Travers, John Davidson, Frederick Brower, Richard Reed. second assistant engineer; Geo Buddiugton, third as sistant engineer; Donald McDonald, fourth assistant Engineer; William Jones, fourth assistant engineer; Engineer; William Jones, fourth assistant engineer Joseph Jones, fourth assistant engineer; Mo Hetherington, firemen; Pat Gavin, John McConnin, Arnold Bell, James Norris, Herman Yager, Batley McCarty, John Gillespie, Richard Bell, C Callan, coal passers; Pat Evans, John Kiernetty, John Banks, Jaa her life boars before she went down:

FIRST CABIN.

Judge A C Monson, Sacramento.

Theodore Payne, San Francisco.

Theodore Payne, San Francisco.

Albert Priest, Sacramento

Charles McCarty, Chief Engineer of Pacific Mail teamer Golden Gate, San Francisco.

Frank Jones, Sacramento

Ange Rich of Lima, Beigian Consul and Bearer of Pacific Mail teamer College of Pacific Mail teamer College of Pacific Mail teamer Golden Gate, San Francisco.

Frank John Sanuel Vann, John Banks, Jas Brannan, ashman; Wm Wm William Berkins, John Streemst, Heat Vann, John Banks, Jas Brannan, ashman; Wm Wm William Brestins, Bartlett Gaynor, Cyprian Nelson, John Hogan, John Banks, Jas Brannan, ashman; Wm Wm William Brestins, Bartlett Gaynor, Cyprian Nelson, John Hogan, John Banks, Jas Brannan, ashman; Wm Wm Wigglesworth, storekeeper; Silverman, Sahman, Sahman, Wm Wigglesworth, storekeeper; Silverman, Brestier, head waiter; Eli Clem Eris (Clemens, Bartlett Gaynor, Cyprian Nelson, John Banks, Jas Brannan, ashman; Vm Wigglesworth, storekeeper; Silverman, Sahman, Sahman, Wm Wigglesworth, storekeeper; Silverman, Sahman, Sah Servant, Charles Pennington, porters, William Gar retson, captain's man; Lucy Dawson, stewardess; Richard Gilbert, officers' mess boy; Wm. Flynn, firemen's mess boy: Aaron Holcomb, John Prattis. nemen's mess boy: Aaron Holcomb, John Frattis, John Haney, Henry Hendlerberg, Isaac Prattis, Jas. West, cooks; Chas. Cornell, soullion; John Patterson, butcher; John White, pastry cook; Wm. McLelland, baker; Jas. T. Tennison, M. D., surgeon; Jacob D. Gillead, barber; Isaac Nash, water closet.

Thomas Mathews, Robert Christy, Wm. Bourne, who worked their passage, and probably left at Assionall.

Whole number Number reported saved

The officers of the steamer are spoken of as the hoicest men in the employment of the Company, being distinguished for ability and trust worthiness. Mr. ing distinguished for ability and trustworthiness. Mr. Hull, the purser, has been in the employment of the Steamship Company since the first establishment of the California Line. Among the passengers was probably a son of Mr. Raymond, the agent of the Company, who went out in the steamer to spend a vacation from school.

The wife and daughter of Lieut. Herndon, U. S. N., Commander of the lost steamship Central Amer-ca, passed the summer at Newport. Habitues of the Fillmore House will remember the exquisite voice of Miss H, as well as her good natured use of it. Miss H, is considered to be one of the best private singers in America.—[N. Y. Post.

THREE DAYS LATER FROM EUROPE. Halifax, Sept. 19.—The steamer Antelope, from Liverpool, has arrived at St. John's, Newfoundland, with Liverpool dates to the 8th inst.

The royal mail steamship Canada, Captain Lang. There is nothing by this arrival later from India The Spanish Government has ordered a suspension preparations for the invasion of Mexico. The question is to be settled by the arbitration of England and France.

The dismissal of Redschid Pacha is confirmed. Bullion in the Bank of France has increased during he month £1,400,000.

English underwriters have settled for the loss of the Atlantic cable. STILL LATER FROM EUROPE. QUEBEC, Sept 19.—The steamer Indian, from Liver oot, on the 9th, passed Riviere du Loupe this after-

She reports that the Anglo Saxon arrived at Liver

ool on the 8th. It was rumored that Mazzini was organizing another revolution in Italy.

The United States ships of war Cumberland and Louis were at the Cape Verdes on the 26th of The total reinforcements for India amount to 40,000

A perfect understanding exists between France and England in regard to Cains. If Lord Eigin fails to get satisfaction, war will be declared simultaneously.

The intelligence from Europe per the Indian is no The Mormons had held their Sixth Annual Confer-

ence in London. The reports submitted exhibited the fact that their tenets were making headway in England.

Vaguerumors were again current in Paris of an ap-

Late intelligence from Rome indicate favorable issue to the movements in progress for the settlement of the difficulty between the Holy See and Mexico. It is said that the sales of church property, and the suppression of convents that have already been efected in Mexico, are to be recognized by Kome.
It is stated, in explanation of the recent concentra-

dentials to the King. The Prussian government had announced by proolamation the legal equality of the different religious denominations.

Herat had not been evacuated by the Persians. Herat had not been evacuated by the Persians.

Liverprof., Wednesday.—The cotton market closed buoyant. The newspaper reports say prices are generally unchanged, but Richardson, Spence & Co. quote an advance of 1-16s½1 on middling qualities. Sales three days 30 000 bales, speculators taking 5 000 and exporters 1,000 bales. Breadstuffe closed with an advancing tendency, and all qualities had slightly advanced. Flour was firm, and odals higher-for fair qualities. Wheat was firm; red was Ida21 higher. Corn was steady and firm. Provisions were steady. Rosin was dull, with but little inquiry. Spirits steady. Rosin was dull, with but little inquiry. Spirits Turp-ntine closed firm at 37 js. Consols 90; for money and account.

NARROW Escape.—The Charlottesville Advocate says that a few days since, Mr. David Paul Brown, a distinguished lawyer of Philadelphia, in attempting to get upon the train at the Gordonsville depot, as it moved off, fell beneath the first step of the car. and the office af the Steamship Company this morning hoping to hear further news respecting the loss of the every one thought for the moment that he was certain ly killed. Fortunately he did not fall upon the track but so very near that the wheels of the entire train the crown of his hat.

CATEST BY TELEGRAPH.

Telegraphed for the Richmond Enquirer. WHOLESALE POISONING IN ALABAMA. WHOLESALE POISONING IN ALABAMA.
AUGUSTA, GA., Sept. 21.—Last Sunday, in Pike county, Alabama, a negro cook, instigated by a Hungarian named Comeska, poisoned thirty-seven persons of the family of Mr. Thomas Frazell, killing Mr. Thomas Frazell, his overseer's wife and two children. Mrs Caud and Mrs. Frazell, a grand daughter and others are still living, but are in a critical condition. The negro woman was taken out and burnt, and the same fate awaits Comeska.

ANOTHER SHIP LOST.
CHARLESTON, Sept. 12.—The ship Florids, from
Liverpool for Savannah, touched off the bar last Sunday and placed on board of a pilot boat the captain, officers and crew, 18 in number, of the ship! Florida Z-phyr, of Boston, which was waterlogged in the late gale. DESTRUCTIVE FIRE IN CHARLESTON.

CHARLESTON. Sept. 20.—A destructive fire broke out here to-day. It is the largest that has occurred for several years. Johnson's Hotel and many buildings on both sides of the street, were destroyed. The loss is about \$50,000; one half insured, principally in

NEW YORK, SEPT. 21 .- The "Herald" has a account of the wreck of the Schr Albion near San-dy Hook, on Saturday night, during the storm. The lives of those on board were Providentially saved. The Herald also says that the total number of persons lost on board the Central America is 592. It gives the names of 173 who were saved.

WASHINGTON, SEPT. 21.-The Board of Naval Engineers to examine candidates for admission and promotion, convenes at Philadelphia on the 5th NEW YORK, SEPT. 21.—The house of Cyrus W. Field & Co., paper dealers, has failed for a large

HALIFAX, SEPT. 21 .- The surveying steamer rctic, arrived here on Saturday.

WHEELING SEPT. 21-The river is rising slow-BALTIMORE, SEPT. 21 .- Flour is firm; sales o Howard street and City Mills at \$5.50 cash and time. Wheat is tending upward; sales of red \$1.20 to \$1.30, white \$1.25 to \$1.45. Corn is in better demand;

white 72 to 73, yellow 74 to 75. NEW YORK, SEPT. 21.-Flour is buoyant at an advance of 5 to 10 cts.; sales of State brands at \$5 50 to 5 60, Ohio \$5 85 a 6 20; Southern is unchanged Wheat is unsettled and unquotable. Corn is firm sales of Southern yellow at 82 to 84, white 85 to 8 mixed 80 cts. Stocks are dull and lower.

COMMERCIAL RECORD.

RICHMOND MARKETS, SEPT. 22, 1857. FLOUR is unchanged. We quote some small sales a \$7, but shippers decline paying that figure. WHEAT is firm, and we quote best red and white a E Morris Earl and a son of Chief of Police Whitney of Newark.

It has been ascertained that Senators Gwin and Broderick, Judge McCorkle, Dr. Bates and Oliver Garrison were not on board the Central America.

Among those now known to be lost are Charles H Boyd, Mr Hawley, Dr. Gibbs, Wm McNeal, of the firm of Delong & McNeal of San Francisco, and Mr. Bokee, of New York, late from Chins.

WHEAT is firm, and we quote best red and white at \$25 al 35.

CORN is a hitle better, and ranges from 72½ to 75 cts

TOBACCO.—The recent favorable weather has dispelled all doubt as to the favorable prospects of the growing crop, and a large yield is condently expected. Receipt for several days past bave been much larger than were anticipated, and with some few exceptions, have were anticipated, and the limited demand for manufactured Tobacco in the Northern markets have caused a very considerable decline in all descriptions, except ship very considerable decline in all descriptions, except ship

very considerable decline in all descriptions, except shipping, which remains about the same as last reported. The market, however, is very irregular, and it is almost impossible to give correct quotations. Common Lugs \$6a7 50; good to prime of \$849 50. Common Lugs \$6a7 50; good to prime of \$849 50. Common Lugs \$9a1 50; good 1a, 20a-10 20. Pine stripping \$14a14 be OATS.—We still quote 38a3 cts. per busel. HAY.—Sales from store \$1a1 12 per cwt. BACON—The stock is still exceedingly light and prices from We quote shoulders 14 and sides 164 a 17 cts. Hams 173 to 18—nominal; very few in first hands.

COFFEE—We quote Rio 12 to 124 cts; Laguayra 134 a 134 cts. Java 173 cts. Mocha 18 cts.

SUGARS.—Market active, with improved demand.—Raw Sugars: New Orleans, none in market; Cuba 9 1-2 a 104c; Porto Rico 11 a 1142c. Refined Sugars: Loaf 14 cents; Crushed and Powdered 13 a 134 cents. A. Coffee 13c. B. Coffee 112-12; C. Ceffee 12c.

WHISKEY.—We quote 26 a 25 cts per gallon for Rich WHISKEY .- We quote 26 a 2s ct per gallon for Rich mond recitied. Cincinnati 29 a 31 cts.
GRASS SEEDS.—Clover Seed \$5,00@5.50, according quantity and quality. Timothy 4@4.50. Orchard and Radall Grass 2@2.50 per bushel. The season for sowing is ov

and quotations nominal.

BUTTER.—We quote Mountain 17@25; Goshen 20@25c.;
Common 12@12%c. The market is better supplied.

FISH.—#6 25@6 37 for No. 1 Nova Scotia Cut Herrings. No North Carolina in market. Mackeret.—No. 3 49 50@9 75.

No. 1, in kits, \$2 25. We note to sale of a cargo of Hailfax, not Cut Herrings. 4 25.0%

North Carolina in market. Mackenet.—No. 3 #9 50@9 75. No. 1, in kits, #2 25. We note to sale of a cargo of Hailfax, not Cut Herrings, at #6 25.

FERTILIZERS—Peruvian Guana \$60a68 per ton, very scarce: We quote Mexican \$20a30 per ton, according to quality. De Berg's Manipulated Guano \$50; Keese's do \$58; De Berg's Super Phosphate Lime \$40 per ton Pl.ASTER—Lump \$121; Northern Ground \$71 a 8; Chiberne's Ground \$5 50 per ton; Calcined, \$2 371a2 50 per bol. Stock of Lump very light.

RYE—Improved a little—we quote 90c.@\$1 29 bushel.

TEAS—Imperial and Gunpowder, 55@\$1 29.

LIME—Last sales at \$1.15 from vessel. \$1.25@1.30 from store. None arriving and stock light.

LQUORS—Baskor, Otard, Dupuy & Co., \$3@5.00 29 callon; A. Seignette, \$2.25@4.50; Sazerac, \$3.25@4.50; Hennessev, \$3.95@5.00; Peach, scarce at \$1.25@2; Virginia Apple, 60@\$50c; do. old, 75c.@\$1.50; Northern, do., 55@52 cents for mixed; 55% for pure. Gix.—Holland, 1.20@1.75.

FELTHERS—Stock light. Downard light.

FEATHERS -Stock light. Demand light. Sales at 45% oc., as in quality and quantity.

GUNPOWDER.—Dupont's and Hazard's Sporting F. 1 and FFF \$4.70(6):15; Blasting \$4.70(6):4.75 \$2 keg ROSIN. -\$1.70(6):15 \$2 bbl. LEAD. -\$16 \$4(6). Bar 76.75; POTATOES. -We quote Northern Mercers \$1.50 \$2 bush

1: Seed \$1 25. RICE.—5%最6 cents as to quality and quantity. SALTPETRE.—16@20 cts. 容 D.

SHOT .- 7% @ 3% cts., cash and time as to quantity rop and buck. SENACA ROOT.—56 cts. and, and in demand STARCH .- Prime Corn 8 cts

STARCH — Frime Gorn Sets.

LARD. — Prime new Lard in bbls. 16@16½ ets; kegs none; pails 15½ ets; Briggs' Lard 15 ets; Williams & Bros. City Refined 15% lSty. Stock light.

CEMENT.—James River \$1.70@\$1.75 Phbl. Hudson River \$1.70@\$1.75. Hoffman \$1.70@\$1.75. Lawance \$1.70@\$1.75. ets Pb.—in demand.

BEESWAX.—26@27 cests Pb.—in demand.

BROOMS.—\$26@37 cests Pb.—in demand.

BROOMS — 4263; according to quality, COTTON YARNS, &c.—Cotton Yarns 24625 ets.; Cotton Cordage 22 ets.; Seine Twine 21 ets.; Carpet Warp 22 ets. Wrapping Twine 22 ets. COAL —White and Red Ash Anthracite Coal, egg size, for COAL — White and Red Ash Anthracile Coal, egg size, for family use, \$6.50 per ton of 2,000 Bs; Schuylkill White Ash, lump, \$6.50@\$7 per ton; Lehigh Lump, for foundries, \$7.50. The above are retail prices. CANDLES.—Tailow 16c. \$2 Bc; Jackson's 16@17; Hull's 19c. Adamantine, 26@28c.; Sperm 45c.; Patent Sperm 52

BALTIMORE MARKETS, SEPT 19.
COFFEE—We quote prime Rio at 12c, fair to good 11:
to 11:c. Laguayra 13 to 14c; Java 16; to 17c.
FLOUR—Moderate enquiry for all descriptions—Ohis
and Howard street steady at 550 cash. City Mills 5 9
cash and 5 75 on time. Rye flour 5 25, corn meal 3 50 c

3.62).
GRAIN—Wheat quiet, but prices are well sustained—81 20 a 1 25 for good to prime red, 1 20 a 1 27 for white, 1 50 for choice. Corn 70 a 74 cts. Rye G a 80 cts.
PROVISIONS—Provisions are in fair demand, and for all varieties prices are pretty well sustained. We heard this morning of sales of two lots of 25 hhds each, Bacon Shoulders, at 134 cts. and of one lot of 15 bhds do at 135 cts. Sales also of 25 tierces Bacon Hams at 15 cts. Bacon is selling in jobbing lots at 131 a 131 cts. for Shoulders, and 151 a 16 cts. for sides; very few lots are, however, bringing the outside quotations. There is nothing doing ders, and 14 cts for Sides, and we quote summer curs at 11 1-2 cts for Shoulders, 13 a 13 1-2 cts for Sides, 12 i s 12 1-2 cts. for Hams. Lard 15 a 16 1-2 cts.

85 #5 n 6 10.

Wheat is heavy—Sales of 15,000 bushels. White \$1 3;
a 1 50; red \$8 1 30 n 1 35.

Corn is quiet, and sales unimportant; mixed nominally SUBSTRICES.

Provisions have a declining tendency. Mess Pork \$25 25 a 25 50; Chicago re-packed beef \$15 a 17. Lard is lower. In bbls 14 a 14; cts. Coffee is quiet—Rio 10; a 11 cts. Sugar is heary. Naval stores are unchanged and nominal. Freights are inactive.

the family are requested to attend without further n sice RANGE OF THERMOMETER At J. W. Randolph's Bookstore, 121, Ma. September 21, 1857. In Doors.

Five o'clock, NOTICE.—A general meeting of the Stock-holders of the Roanoke Navigation Company, will be held at Weidon, N. C., on Thursday, the 8th of October, 1857. The Directors meet at the same place on Tuesday, the 6th October, 1857. Sept 18-c3t

ven o'clock,

RE48 GOODS, DRESS GOODS.-A good as-MRS. PELLETS SCHOOL

MRS. PELLETS SCHOOL.

THE next session commences October 1st, 1857. The primary feature of this school, is the thorough and systematic instruction in the French language, given to all the pupils, without extra charge: but they are not required to study the language without the approval of their particular than the support of the support nte.
The French is taught by Professor and Madame EMION. of Paris and peculiar facilities are attorded for to stated, in explanation of the recent concentra-tion of Russian troops on the Austrian fro ster, that they are marched there merely for review by the Kennergy while he is on his man to Greenew by the

MARINE NEWS.

FORT OF RICHMOND, SEPT. 21, 1857 HIGH WATER THIS DAY AT 7 o'clock.

ARRIVED. Steamer George Peabody, Pritchett, Baltin mdze to Ludlam & Watson. Schr Twe Williams, Smith, Smithfield, wheat. SAILED. Steamer Pennsylvania, Teal, Philadelphia, m and pessengers, H. E. Tuttle. Schr Elenora Cornelius, Williams, down the riv light.

RICHMOND THEATRE.

BRILLIANT ARRAY!
TWO POPULAR STARS !!
TUESDAY EVENING, SEPT. 22, 1857.
Will be performed the Drama of the
LAST MAN.

5, daily. Sept 21

CITY OF MOREHEAD!!

GREAT SALE OF LOTS:

ON the eleventh (11th) day of NOVEMBER next at to city of Morehead will be sold at public auction, to lots of said city.

This is the new city laid off by the "Sheppard's Point Lat Company," at the terminus of the Atlantic and North Collina Railroad, at Beaufort harbor, N. C., immediately, the Atlantic ocean.

Company," at the terminus of the Atlantic and North Collina Railroad, at Beaufort harbor, N. C., immediately, the Atlantic ocean.

The various reports of the U. S. coast survey estable, the great excellencies of this marbor for facility or a trance, depth of water, and security from wind or was whilst Fort Macon completely commands the entrance. The interior communeations by water and land marmake this a great commercial city. The wast producting of the fertile valleys of the Roanoke, Tar, and New rivers, and the commerce of those great inland seas—Albemarle, Currituck, Croatan, and Pamileo Sounds, v. reach this fine harbor through Core Sound on North, whilst Bogne Sound will bear on its bosom the quicultural products, lumber, naval stores, and fine a gricultural products, lumber, naval stores, and fine a gricultural products, lumber, naval stores, and fine a gricultural products, lumber, maval stores, and the entire length of the city, to its wharf, in 18 feet water low tide, and connects with the great North Carolina rail road, among the best in tunion, 223 miles long, is completed to Charlor where it connects through the South Carolina and Gegia Rail Roads with Atlanta and the Southwest; and by a western extension, now in rapid progress, it is conteplated to reach the trade of Memphis and the Mississi; Valley by the net work of all the railways that connect Atlanta, Chattanooga, or with the East Tennessee Railanda.

The port of Beaufort, Chattanooga, Memphis and Sc.

Atlanta, Chattanooga, or with the East Tennessee Ri Road
The port of Beaufort, Chattanooga, Memphis and Si Diego, on the Pacific, are about the same parallel of fet tude, and if that parallel be extended across the Pacific will reach Shanghai, the nearest great port on the eart of continent; therefore, if the Pacific Rail Road ever constructed, (and that should be done forthwith), we may not this new city become the Atlantic mart for treommerce of the East Indica.

Two short railroads will connect the two great Caffields of the State, lying on the North and South of the North Carolina railroad, with that road; and it is condendly expected that a vast coal trade will be carried at through the new city. If so may not Beaufort become great coaling port, not only for purposes of commerce, by great coaling port, not only for purposes of commerce, by great coaling port, not only for purposes of commerce, by through the new city. It so may not Beaufort becomes great coaling port, not only for purposes of commerce, to turnish the supplies to stramers passing so near the strence, going North and South? and may not the new cohecome that great "entre depot" between the North at South, to which our able and distinguished countrying Lieut Maury, refers in his unrivaled satesman like page on the commerce of the Amazon, South America, and to Gult of Mexicot.

The city of Morchead is situated on a beautiful neck, and or or y plain, almost entirely surrounded with a water. Its climate is sa'ubrious; its sea breeze and a batting delightful; its drinking water good, and its inabybeate spring strongly impregnated with sulphur, at make it a pleasant watering place.

As not a single lot has neen or will be sold until the defeate, all will have an equal chance to get the best to

and to suit themselves. It will be the first instance of an entire new city on : Atlantic coast being prought into market at once; a capitalists may never have again such an opportunity good investments, for a great city must and will be b Sept 29—ctf J. M. MOREHEAD, President of

f sale, all will have an equal chance to get the best

ACCOMMODATION TRAIN. CHANGE OF HOURS. CHANGE OF HOURS,

N and after September 25th, the Accommodate
Train of this Company will run daily (Sundayest
cepted) between Millord and Richmond, leaving Millard
at 7.05 A. M., and arrive in Richmond at 9.75 A. M.
RETURNING,
will leave Richmond at 3 o'clock, P. M., and reach M.

ford 5.20, P. M., stopping for passengers at any point exc way.
FARE the same as on the through trains.
SAMUEL RUTH, Office R., F. & P. R. R. Co., Superintendent Transpitiehmond, Sept. 22, 1856.

NOTICE—CHANGE OF HOUR.

Nond after Friday, Sept. 25th, the Morning train ing North, will leave the Depot at 6:45 A. M., Inst. SANUEL RUTH, OFFICE R. F. & P. R. R. Co., Sup't Transportation Ricamond, Sept 22, 1857. TO COUNTRY PHYSICIANS. LAIDLEY & ROBINSON INVITE the especial attention of councry Physicians their large and varied assortment of Parantex Suscal Instruments, which includes nearly every new i

choins, Bismuth, Jodine, Delphinia, Digitalin, Ferrocy, idee, Valesisnates, &c., &c.

Blanchard's Unalterable Pills of Iodide of Iron, with smell or taste, Lartique's Genuine French Pills, for carl Gout; Genuine Quevenne's Iron by Hydrogen, Imperitorin France; Iron Alum; Perchloride; Protonitrate, a all preparations of Iron; Clertan's Ether Pearls; Panil de Paris; Pate de Nate, Espic's Funigateur Pectoral, Colds, etc.; Pastilles de Vichy, the French Remedy: Gravel; Sirop Iode Tanique, for Dysentery and similar fections. footly; free from smell and taste of Ergot, and pro-no nausea.

Pharmaceutical Preparations, prepared by thems

for which the Virginia Mechanics' Institute awards first class premium at its late Fair, and warranted strength and pure; the same as are dispensed by the scribers in an extensive City Prescription and Physici Business.

LAIDLEY & ROBINSON, Graduates of Philadelphia College of Pharmacy, Drug and Physicians' Furnishing Store, corner 4th Franklin Streets, Richmond

Sept

COMMISSIONERS' SALE OF VALUABLE REAL ESTATE IN GOOCHLAND COUNTY

BY vitue of a decree of the Circuit Superity Court
of Law and Chancery for Goochland county, pronounced on the 5th day of September, 1857, in the cost of Sospleton Coates, Trustee for Flizabeth S. Hopkins and George H. Hopkins, against James M. Holeman and offers, we, the understand, special commissioners, appointed for the purpose, will sell at public suction to the highest hidder, at Solitude, the late residence of Capt. Win. M. Holeman, dec'd, on THURSDAY, the 29th day of Ottober, 1857, if fair, otherwise the next fair day (Sunday excepted), the real extate of the said Wm. M. Holeman, dec'd, on the said Wm. M. Holeman, dec'd, its continued in the said will be said with the said of the said will be said with the said with the s

the day of sale.
TERMS -So much of the purchase mo

TERMS—So much of the purchase money as may be necessary to pay the cost of this suit and executing it decree will be required in cash; the balance in the equal installments of six, twelve and eighteen monity from the day or sale, with boule and good so city, as the title retained till the whole purchase monity is pair and the title ordered by the Court.

Major James M. Holeman, who resides at Solitude, and Mr. George H. Hopkins, his ing adjoining, will take pies sure in showing the property to any one wishing to pay the court of the

VALUABLE JAMES RIVER FARM IN THE
COUNTY OF AUCKINGHAM, FOR SALE.

THE subscriber, of Scottsville, Albemarle county, will
offer for sale on FRIDAY, the cht day of November,
1857, on the premises, in the county of Buckingham a
public auction, his form lying on James River, three mile
helow the town of Scottsville, containing 2,255 acres, sal
known as the Winfree tract. This is one of the most we
lushle and desirable farms on the river, and probling could About 700 acres of the tracture cleared and the balance heavily timbered. It includes about 175 acres of James River low grounds, and about 125 acres of flat land on the two creeks running through it, all of the finest quality.—
The high lant is also of good quality.—
There is a first rate griet mill, recently erected on the farm, commanding a large custom.
The improvements on the farm are good and ample for all its purposes, and the society and health of the neighborhood uneverentionable. orhood unexceptionable.
TERMS:—One fourth of the purchase money it can

astalments, bearing interest from date, the purchaser s ing bonds with good security, and a deed of trust in the premises as additional security.

Persons destring to see the farm are referred to Elisting Jefferson, who lives upon it. John Bledsoe, Eq of Fluvannas, who lived upon it ten years, will also give any information desired.

PETER F. JEFFERSON. Sept 22-ctds YEW MUSIC At RAN OLPH'S Bookstore and Bindery
My Prairie Plewer; ballad, by Wallace-40c
Beautiful Leaves; song, by author of "Shells of Ocean

Died on Monday, 21st inst, LITTLETON READ.

Esq. in the 28th year of his age. His funeral will take place at Daval street Chapel this day, (Tue-day,) at 10 o'clock. His friends and acquaintances and those of the Pairie Flawer, song, by the author of "Bell Brandon" and those of the Pairie Flawer, song, by the author of "Bell Brandon" and those of the Pairie Flawer, song, by the author of "Bell Brandon" and those of the Pairie Flawer, song, by Russell—25c -25c Glearock Waltz by Boeckle-25c Overthe Summer See; transcribed by Jungmann-30c South Side Reels, No. i; by Pa_{re}-25c Lilac at the Door; song, by Wetmore, (beautiful piece)-37c

Anni · Carrol; song, by Wieland, (beautiful piece)-50c Kity O'Neal; song, by Croal, (beautiful plece)—25e Lilhe May; song, by Mignon, (vignette)—25c Kiss, but never tell; song, by the author of "Kiss m quick and go"—25c There's music in the air; song, by the author of "Haz Dell'-2:c
There's music in the air; quartette, by do do-25c
Darling Nelly Gray; song, by Hanby-25c
Footch Polka; by Palbert, (beautiful)-5:c
Bewitching Polka; by the author of "Good News from Home-25c

Oatland Polks; by Krummacher-25 ir Castle Polka; by author of "Three Bells Willie Schonisch; by Bellak—25c Willie Mazurka; do do 25c Peaudiul Sea Waitz, by De Bubna - 15c Zephyr Quick Step, by Holland; dedicated to Pronce Hook and Ladder Co., No 1-30c Sept 32

cloth, &c , for sale by

Essence of Old Virginny Polks, by Danskin-25c

BROGUES, BROGUES, BROGUES -6 000 pair nd made Brogues, for sale on accommod N DEVEREUX, Leather Dealer, 132, Cary st., Between 12th and 13th st9 ng terms, by

CLOAKS, CLOAKS,-An assortment of Ladies Cloaks, in cloth, More Antique and velvet, velvet and Cloaks, in cloth, More Antique and velvet, velvet at A. &c. tor sale by CHILES & CHENERY.